



AUTO ALLIANCE
DRIVING INNOVATION®

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MITCH BAINWOL *President & CEO*

February 28, 2017

E. Scott Pruitt
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Mail Code 1101A
Washington, D.C. 20460

Dear Administrator Pruitt:

As you and the Administration move forward with various regulatory and legislative priorities, the Auto Alliance and our members look forward to working with you.

Because of a variety of key issues that are of interest to the auto sector, I wanted to extend an invitation for you to meet with the Alliance Board during our upcoming meeting – April 26th and 27th here in Washington D.C. Based on your availability, this meeting would be a relatively short CEO-level meeting on either the evening of the 26th or, ideally, the morning of the 27th. Our timing is flexible, as is the location.

This upcoming board meeting would allow us to cover the top issues and to hear from you about key EPA priorities. While CEO attendance has yet to be confirmed, we would expect a strong turnout from our 12 members, which include: Ford, GM, FCA, Toyota, VW, Mercedes Benz, BMW, Jaguar Land Rover, Mazda, Mitsubishi, Porsche, and Volvo. Our Association represents both domestic and international auto manufacturers that account for over 75 percent of all light-duty vehicle sales.

These are heady times for auto manufacturers. We set an all-time sales record last year and have grown seven years in a row. However, as you can understand, we are a cyclical industry, and we do not take for granted that growth in production and employment is an entitlement. To continue to power the economy will take hard work, lots of investment and, especially, sound public policy.

Beyond the economics, the excitement in our industry is all about technology and the powerful advances we are making for safety, the environment and in the area of

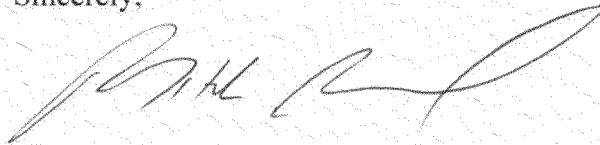
autonomy. At the same time, as the previous Administration left office in January, there are a number of critical public policy issues that warrant continuation, modification or wholesale change.

Nowhere is a reevaluation more warranted than the unilateral decision that your predecessor made with respect to greenhouse gas standards for MY 2022-2025 light duty vehicles. As I noted in my February 21st letter, the GHG determination is particularly one that requires close collaboration between EPA and DOT— especially since NHTSA has yet to begin the rule making process for light-duty fuel economy standards.

In closing, I would be pleased to answer any questions you or your team may have. I look forward to sitting down with you in advance of our upcoming board meeting based on your schedule.

With great appreciation.

Sincerely,



Mitch Bainwol

*We look forward to making it
welcoming you back to the office in
your new capacity. It's an incredibly
interesting time for mobility and your
efforts will have the future
very significantly.*